

DEATH OF JOHN ROACH.

THE GREAT AMERICAN SHIPBUILDER
DIES IN NEW YORK.

A Brief History of the Man Who Built
Ninety Per Cent. of the Ships Sailing
Under the American Flag—A Remarkable
Career Brought to a Close.



JOHN ROACH

NEW YORK, Jan. 11.—John Roach, the famous ship builder, died at 3 o'clock this morning. He had been ill for several weeks, suffering from cancer of the throat. His affliction was similar to that of the late Gen. Grant. The cancerous growth which caused Mr. Roach's death had eaten its way into the side of the neck below the angle of the jaw, involving the large arteries. For the past few days Mr. Roach suffered great pain, and to relieve him large doses of morphine were injected, and he was unconscious most of the time.

Mr. Roach was born in Mitchelltown, County Cork, Ireland. His father was a blacksmith, and very poor. He came to this country when only thirteen years of age, his passage having been paid by an uncle who resided here. Before young Roach arrived his uncle had migrated to Texas and young Roach found himself penniless and a stranger in a strange land. For days he walked the streets in search of work, and when night came on he slept wherever he could, under sheds, in wagons and areas.

He finally set out for one of the brickyards up in the state in the hope of getting employment. He walked all the way to Troy, living on charity by the way, and was rewarded by obtaining work in one of the brickyards near that city. The work he had to do was wheeling heavy barrels of clay on a wheelbarrow. For this he was poorly paid, but stuck to this work and six years after became foreman of the brickyard. Shortly after he left the brickyard and obtained employment in one of the iron works of Troy. After learning his trade he returned to this city, finding work in Howell's foundry in Jersey City. In three years he saved \$1,500, but this was lost by the failure of his employers.

He opened a little shop on the East river front and secured odd jobs in repairing ships, engines and furnaces. He gradually enlarged his business, extending his shop down in the region of the big ships arriving from all parts of the globe and his future seemed bright. Shortly after his shop was burned out, and having no insurance he was left penniless. He then took a turn at farming in Illinois and succeeded in saving \$1,500 which he invested in lands in that state. Tiring of farming he returned to New York and established a small factory which steadily grew in magnitude until it became known as the Aetna Iron works, where the largest engines constructed in the United States up to that time were built.

During the war he made boilers for factories and ships and gradually accumulated a fortune. He built the first compound engines in this country for Trenton. In 1837 he purchased the Morgan Iron works. Next he purchased the Neptune works; the Franklin forge and a large property at Chester, Pa., where he established in 1870 the extensive works known as the Delaware River Iron Ship Building and Engine works, a corporation of which Mr. Roach was president. It was capitalized at \$750,000. The panic of 1873 found him owing \$700,000, but his resources were equal to the occasion.

In 1875 rumors of his failure were extensively circulated, but they were set at rest by his publishing a statement that he was worth from \$1,500,000 to \$2,000,000 over all his liabilities. In 1884 he stated that he was worth upward of \$2,000,000. At several times he was interested in various lines of steamers, including the Mallory and Ward's Havana lines.

He began building iron ships in 1871, and built 114 vessels, mostly at Chester, Pa., representing a value of more than \$850,000,000. Ninety per cent. of the iron vessels now sailing under the American flag were constructed by John Roach. In the spring of 1883 he purchased materials for the new cruisers of the navy, for which he obtained contracts. He built six iron-turreted monitors out of nineteen constructed by the government within about twelve years. At one time his fortune was estimated at \$5,000,000.

Strictly speaking his recent suspension was hardly a failure. His assets nearly doubled his liabilities. He claimed that his credit was so much injured by the rejection of the Dolphin that he was compelled to suspend. He employed altogether 2,400 men at his various works, and paid \$50,000 a week in wages. The big boat Pilgrim, of the Fall River line, is one of the jobs Roach turned out in latter years. He was a staunch Republican and worked industriously for his party. His assignment in July, 1885, after the refusal of the Dolphin by the government, nearly broke his heart. His tears blotted the assignment paper as he signed his name and hurried away to his home.

John Roach's home, which is pictured here, is a substantial four-story and basement house on Fifth avenue, New York. It is a home-like looking structure, and has no doubt been the meeting place in years past of many of the public men of the country and scene of many a momentous discussion. It may be a comfort to smokers to know that Mr. Roach never used tobacco.



POINTED PARAGRAPHS.

Topics of the Times Given in a terse and spicy manner.

Francis Murphy closed his series of lectures in Cincinnati.

Maxey follows Reagan to Texas to look after his senatorial fences.

The state convention of sportsmen is called for Wednesday at Columbus.

The Thomas Sherlock is a ground at Island No. 40, with 8.0 tons of freight.

The free races at New Orleans are declared off, owing to the entries not being filled.

"Grand Sentinel," a stallion valued at \$25,000, died at Kalamazoo, Mich., of blood poisoning.

The sinking fund commissioners of Ohio are in New York to refund the canal bond, amounting to \$3,240,000.

The trustees of the new Hamilton county, Ohio, court house will turn over the building to the commissioners on Wednesday.

Lindsey B. McKinley was sent to the penitentiary for life by the circuit court of Evansville, Ind., for killing John Martin.

Charles Emory Smith, editor of the Philadelphia Press, has entered the New York senatorial fight in the interest of Mr. Miller.

Charters have been filed for thirteen proposed railroads to gridiron western Kansas, the project being backed by the Union Pacific.

The Cincinnati Street Railroad company proposes to sell the Cincinnati & Eastern turnpike to the village of Avondale for \$23,000.

Colonel Berry thinks the Kentucky legislature will appropriate \$50,000 for the Newport barracks, and that a new location will be secured.

At Hagerstown, Md., James M. Pickett, keeper of a low grocery, was shot and killed by Thomas Brown, a young man of good reputation.

Mary E. Shopper, daughter of a former member of the Hamilton county, Ohio, bar, was sentenced to pay a fine of \$20 for sending restricted drugs through the mails.

Samuel Haynes, of Richie township, Will county, Illinois, shot and fatally wounded John A. Good, living in the same vicinity. Asgood became temporarily insane, and attacked Haynes with a butcher knife.

Judge Aaron Shaw, for many years a prominent Illinois politician, died at his home in Olney, Ill., Friday night at the age of seventy-six years. During his life he held the position of state's attorney, was a member of the legislature and of the Forty-fifth congress, and was once elected circuit judge.

FINANCE AND COMMERCE.

Quotations of the Money, Stock, Produce, and Cattle Markets for January 10.

New York. Money 4 1/2 per cent. Exchange steady. Government bonds, 102 1/2. Currency notes, 102 1/2. Four and a half per cent. bonds, 102 1/2.

The stock market opened strong for the whole list with the exception of Richmond Terminal which was weak, and declined 1 1/2 per cent. After the first half hour the market was quite steady.

After the first half hour the market was quite steady. The market has since been dull, but the tone is firm.

Bull. & Quincy 137 1/2. Mich. Centr. 137 1/2. Canadian Pacific 99 1/2. N. Y. Centr. 111 1/2. U. S. F. & N. 99 1/2. Northern Pacific 102 1/2. C. & N. W. 102 1/2. Ohio & Miss. 102 1/2. Denver & Rio G. 102 1/2. Pac. Mail 102 1/2. Erie second 102 1/2. Reading 102 1/2. Illinois Cent. 102 1/2. Rock Island 102 1/2. Jersey Central 102 1/2. St. Paul 102 1/2. Kansas & Texas 102 1/2. do preferred 102 1/2. Lake Shore 102 1/2. Union Pacific 102 1/2. Louisville & Nash 102 1/2. Western Union 102 1/2.

Cincinnati.

Flour—Fancy, \$3.75; family, \$3.50. Wheat—No. 3 red, 80¢; No. 2, 82¢. Corn—No. 3 mixed, 35¢; No. 2 mixed, 37¢. Oats—No. 3 mixed, 30¢; No. 2 mixed, 32¢. Pork—Family, \$12.00; regular, \$12.50.

LAKE—Kettle, 65¢. Bacon—Sho. 5, clear sides, 65¢. Cheese—Prime to choice Ohio, 11¢; New York, 12¢.

POULTRY—Common chickens, \$2.50; per dozen; fat to prime, \$3.00; choice, \$4.00. Ducks, \$2.00; live turkey, 6¢.

WOOL—Unwashed medium of fine, 25¢; washed, 20¢; fine, 12¢; choice, 30¢. Washed medium, 30¢; choice, 35¢. Blue merino, X and XX, 25¢; burr and sorts, 15¢; tub washed, 30¢; pulled, 27¢.

HAY—No. 1 timothy, \$11.00; No. 2, \$10.00. Mixed, 9.00; prairie, 7.00; wheat, oats and rye straw, 15.00.

CATTLE—Good 10 cubs out, \$3.50; fair, 3.00; 2 1/2, 3.40; 3 1/2, 3.80; 4 1/2, 4.20; 5 1/2, 4.60; 6 1/2, 5.00; 7 1/2, 5.40; 8 1/2, 5.80; 9 1/2, 6.20; 10 1/2, 6.60; 11 1/2, 7.00; 12 1/2, 7.40; 13 1/2, 7.80; 14 1/2, 8.20; 15 1/2, 8.60; 16 1/2, 9.00; 17 1/2, 9.40; 18 1/2, 9.80; 19 1/2, 10.20; 20 1/2, 10.60; 21 1/2, 11.00; 22 1/2, 11.40; 23 1/2, 11.80; 24 1/2, 12.20; 25 1/2, 12.60; 26 1/2, 13.00; 27 1/2, 13.40; 28 1/2, 13.80; 29 1/2, 14.20; 30 1/2, 14.60; 31 1/2, 15.00; 32 1/2, 15.40; 33 1/2, 15.80; 34 1/2, 16.20; 35 1/2, 16.60; 36 1/2, 17.00; 37 1/2, 17.40; 38 1/2, 17.80; 39 1/2, 18.20; 40 1/2, 18.60; 41 1/2, 19.00; 42 1/2, 19.40; 43 1/2, 19.80; 44 1/2, 20.20; 45 1/2, 20.60; 46 1/2, 21.00; 47 1/2, 21.40; 48 1/2, 21.80; 49 1/2, 22.20; 50 1/2, 22.60; 51 1/2, 23.00; 52 1/2, 23.40; 53 1/2, 23.80; 54 1/2, 24.20; 55 1/2, 24.60; 56 1/2, 25.00; 57 1/2, 25.40; 58 1/2, 25.80; 59 1/2, 26.20; 60 1/2, 26.60; 61 1/2, 27.00; 62 1/2, 27.40; 63 1/2, 27.80; 64 1/2, 28.20; 65 1/2, 28.60; 66 1/2, 29.00; 67 1/2, 29.40; 68 1/2, 29.80; 69 1/2, 30.20; 70 1/2, 30.60; 71 1/2, 31.00; 72 1/2, 31.40; 73 1/2, 31.80; 74 1/2, 32.20; 75 1/2, 32.60; 76 1/2, 33.00; 77 1/2, 33.40; 78 1/2, 33.80; 79 1/2, 34.20; 80 1/2, 34.60; 81 1/2, 35.00; 82 1/2, 35.40; 83 1/2, 35.80; 84 1/2, 36.20; 85 1/2, 36.60; 86 1/2, 37.00; 87 1/2, 37.40; 88 1/2, 37.80; 89 1/2, 38.20; 90 1/2, 38.60; 91 1/2, 39.00; 92 1/2, 39.40; 93 1/2, 39.80; 94 1/2, 40.20; 95 1/2, 40.60; 96 1/2, 41.00; 97 1/2, 41.40; 98 1/2, 41.80; 99 1/2, 42.20; 100 1/2, 42.60; 101 1/2, 43.00; 102 1/2, 43.40; 103 1/2, 43.80; 104 1/2, 44.20; 105 1/2, 44.60; 106 1/2, 45.00; 107 1/2, 45.40; 108 1/2, 45.80; 109 1/2, 46.20; 110 1/2, 46.60; 111 1/2, 47.00; 112 1/2, 47.40; 113 1/2, 47.80; 114 1/2, 48.20; 115 1/2, 48.60; 116 1/2, 49.00; 117 1/2, 49.40; 118 1/2, 49.80; 119 1/2, 50.20; 120 1/2, 50.60; 121 1/2, 51.00; 122 1/2, 51.40; 123 1/2, 51.80; 124 1/2, 52.20; 125 1/2, 52.60; 126 1/2, 53.00; 127 1/2, 53.40; 128 1/2, 53.80; 129 1/2, 54.20; 130 1/2, 54.60; 131 1/2, 55.00; 132 1/2, 55.40; 133 1/2, 55.80; 134 1/2, 56.20; 135 1/2, 56.60; 136 1/2, 57.00; 137 1/2, 57.40; 138 1/2, 57.80; 139 1/2, 58.20; 140 1/2, 58.60; 141 1/2, 59.00; 142 1/2, 59.40; 143 1/2, 59.80; 144 1/2, 60.20; 145 1/2, 60.60; 146 1/2, 61.00; 147 1/2, 61.40; 148 1/2, 61.80; 149 1/2, 62.20; 150 1/2, 62.60; 151 1/2, 63.00; 152 1/2, 63.40; 153 1/2, 63.80; 154 1/2, 64.20; 155 1/2, 64.60; 156 1/2, 65.00; 157 1/2, 65.40; 158 1/2, 65.80; 159 1/2, 66.20; 160 1/2, 66.60; 161 1/2, 67.00; 162 1/2, 67.40; 163 1/2, 67.80; 164 1/2, 68.20; 165 1/2, 68.60; 166 1/2, 69.00; 167 1/2, 69.40; 168 1/2, 69.80; 169 1/2, 70.20; 170 1/2, 70.60; 171 1/2, 71.00; 172 1/2, 71.40; 173 1/2, 71.80; 174 1/2, 72.20; 175 1/2, 72.60; 176 1/2, 73.00; 177 1/2, 73.40; 178 1/2, 73.80; 179 1/2, 74.20; 180 1/2, 74.60; 181 1/2, 75.00; 182 1/2, 75.40; 183 1/2, 75.80; 184 1/2, 76.20; 185 1/2, 76.60; 186 1/2, 77.00; 187 1/2, 77.40; 188 1/2, 77.80; 189 1/2, 78.20; 190 1/2, 78.60; 191 1/2, 79.00; 192 1/2, 79.40; 193 1/2, 79.80; 194 1/2, 80.20; 195 1/2, 80.60; 196 1/2, 81.00; 197 1/2, 81.40; 198 1/2, 81.80; 199 1/2, 82.20; 200 1/2, 82.60; 201 1/2, 83.00; 202 1/2, 83.40; 203 1/2, 83.80; 204 1/2, 84.20; 205 1/2, 84.60; 206 1/2, 85.00; 207 1/2, 85.40; 208 1/2, 85.80; 209 1/2, 86.20; 210 1/2, 86.60; 211 1/2, 87.00; 212 1/2, 87.40; 213 1/2, 87.80; 214 1/2, 88.20; 215 1/2, 88.60; 216 1/2, 89.00; 217 1/2, 89.40; 218 1/2, 89.80; 219 1/2, 90.20; 220 1/2, 90.60; 221 1/2, 91.00; 222 1/2, 91.40; 223 1/2, 91.80; 224 1/2, 92.20; 225 1/2, 92.60; 226 1/2, 93.00; 227 1/2, 93.40; 228 1/2, 93.80; 229 1/2, 94.20; 230 1/2, 94.60; 231 1/2, 95.00; 232 1/2, 95.40; 233 1/2, 95.80; 234 1/2, 96.20; 235 1/2, 96.60; 236 1/2, 97.00; 237 1/2, 97.40; 238 1/2, 97.80; 239 1/2, 98.20; 240 1/2, 98.60; 241 1/2, 99.00; 242 1/2, 99.40; 243 1/2, 99.80; 244 1/2, 100.20; 245 1/2, 100.60; 246 1/2, 101.00; 247 1/2, 101.40; 248 1/2, 101.80; 249 1/2, 102.20; 250 1/2, 102.60; 251 1/2, 103.00; 252 1/2, 103.40; 253 1/2, 103.80; 254 1/2, 104.20; 255 1/2, 104.60; 256 1/2, 105.00; 257 1/2, 105.40; 258 1/2, 105.80; 259 1/2, 106.20; 260 1/2, 106.60; 261 1/2, 107.00; 262 1/2, 107.40; 263 1/2, 107.80; 264 1/2, 108.20; 265 1/2, 108.60; 266 1/2, 109.00; 267 1/2, 109.40; 268 1/2, 109.80; 269 1/2, 110.20; 270 1/2, 110.60; 271 1/2, 111.00; 272 1/2, 111.40; 273 1/2, 111.80; 274 1/2, 112.20; 275 1/2, 112.60; 276 1/2, 113.00; 277 1/2, 113.40; 278 1/2, 113.80; 279 1/2, 114.20; 280 1/2, 114.60; 281 1/2, 115.00; 282 1/2, 115.40; 283 1/2, 115.80; 284 1/2, 116.20; 285 1/2, 116.60; 286 1/2, 117.00; 287 1/2, 117.40; 288 1/2, 117.80; 289 1/2, 118.20; 290 1/2, 118.60; 291 1/2, 119.00; 292 1/2, 119.40; 293 1/2, 119.80; 294 1/2, 120.20; 295 1/2, 120.60; 296 1/2, 121.00; 297 1/2, 121.40; 298 1/2, 121.80; 299 1/2, 122.20; 300 1/2, 122.60; 301 1/2, 123.00; 302 1/2, 123.40; 303 1/2, 123.80; 304 1/2, 124.20; 305 1/2, 124.60; 306 1/2, 125.00; 307 1/2, 125.40; 308 1/2, 125.80; 309 1/2, 126.20; 310 1/2, 126.60; 311 1/2, 127.00; 312 1/2, 127.40; 313 1/2, 127.80; 314 1/2, 128.20; 315 1/2, 128.60; 316 1/2, 129.00; 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494 1/2, 200.20; 495 1/2, 200.60; 496 1/2, 201.00; 497 1/2, 201.40; 498 1/2, 201.80; 499 1/2, 202.20; 500 1/2, 202.60; 501 1/2, 203.00; 502 1/2, 203.40; 503